



## DelDOT Public Relations

1-800-652-5600 or 302-760-2080

[dot-public-relations@state.de.us](mailto:dot-public-relations@state.de.us)

[www.deldot.gov](http://www.deldot.gov)

## DNREC Parks

1-302-739-9220

[parksinfo@state.de.us](mailto:parksinfo@state.de.us)

# CONSTRUCTION ADVISORY GROUP MEETING MINUTES

Date: October 11, 2005  
Time: 8:00 AM  
Location: IRIB Construction Field Office  
Re: Construction Working Group (Meeting Minutes)

### Present:

Sen. George Bunting, Jr., 20<sup>th</sup> District  
Pamela McComas, Bethany-Fenwick COC  
Sam Harvey, Costal Point  
Steve Callanen, The Sierra Club  
Larry Kuhn, Kuhn Construction Co.  
Natalie Barnhart, DelDOT, Asst. Director – South Construction  
Dennis O'Shea, DelDOT, Asst Director - Design  
Doug Robb, DelDOT, IRIB Bridge Design Project Engineer  
Jiten Sonejo, DelDOT, Bridge Design Engineer  
Richard Toulson, DelDOT  
Dave Geiszler, DelDOT  
David Duke, DelDOT, On-site Mgr.  
Bob King, DelDOT, PR  
Joel Leidy, DelDOT, Const.  
Ken Farrall, DNREC, Parks  
Britt Murray, DNREC, Parks  
Sharon Mahoney, Ocean Ridge West  
Nancy Fanning, South Shore Marina, HOA

Meeting was called to order at 8:00 am.

Bob King distributed to the group minutes of the previous meeting along with the recent press release both of which were also either emailed or mail to members. Bob stressed the importance of double-checking that contact information on the sign in sheet was accurate and ensuring that members' email address was included. Bob explained that minutes would be emailed to as many members as possible to ensure a more timely delivery to the members as well as saving paper and mailing costs.

Dennis O'Shea, Asst Director - Design for DelDOT explained the recent press release and reasons for canceling the recent submission of bids for the construction of the new bridge and that the Department will be discussing

the project with contractors to ascertain what, if any, changes could be made to the current design to reduce costs. There are several possibilities being examined, one of which is to modify the current design to reduce the cost of construction. It was stressed that the Department intends to move forward with construction of a new bridge and hopes to define a path forward within the next several weeks. The work currently in progress on site is actually the "approaches" of the bridge, access roads for the park and wetland mitigation required under our permits and would have to be done regardless of the actual bridge design.

There were questions as to if the design of the bridge were changed would there be a possibility of it replicating the C&D Canal Bridge design. The response was that is was one possibility as its design was already "tried and true".

Someone asked if the increased height of the bridge (45' clearance vs. 35' existing clearance) has an effect on the cost of the new bridge. The response was that while the height of the bridge affects the roadway approaches, there is minimal impact to the cost of the actual bridge.

It was asked if FIGG ever proposed a cable-stay type bridge and the answer was that FIGG submitted several designs and the cable supported single rib concrete arch design was selected through a public process.

A question was raised as to the structural integrity of the current bridge. Dennis explained based on the historical trends of scour in the inlet that under normal conditions the current bridge has an expected life of 5-6 years before any concerns would develop. However, underwater inspections of the bridge and surveys of the location of the riprap stabilization are done on a yearly basis, with the most recent inspection done within the past month. Intermediate underwater inspections or riprap surveys are done as needed and monitoring of movement on the structure through land survey is performed monthly (to date no movement has been documented).

The time-frame for developing a revised design for a new bridge, if that path is chosen, would take up to a year, however there is a possibility of awarding a project as design-build which is a design as you go process which would accelerate the design and construction phase.

Senator Bunting expressed his support of a design-build process as he has seen it work in other projects. The Senator also inquired if due to the delay in the construction phase of the project would some of the campground be reopened. Answer: In the North Parking Area there are two lots and they will remain in service until such time as the bridge contract begins. At that time, the north parking lot closest to SR-1 will be closed. The Department will make every effort to keep as much parking available as possible until the bridge construction moves forward. The Senator suggested that perhaps installing steel sheet pilings to reinforce the existing bridge pilings would be possible. The response from Jiten Soneji of DelDOT explained that by doing so would only divert the current and relocate the erosion problem elsewhere.

The Senator asked if a portable bridge would be possible if the current bridge becomes unusable before the new bridge is functional. He was informed that due to the span length required this would not be an option

David Duke reported on:

- Update on the Bridge Bid status.
  - *The department has suspended the bidding process. Dennis O'Shea to address this issue.*
- Update on the Roadway contract.
  - Construction update: Access Road A  
*Scheduled to be closed after Access Road B is opened and detour is posted. Opened before May 2006*
  - Construction update: Access Road B  
*Wick drains complete, with good weather should be ready to open before Thanksgiving*
  - Construction update: Access Road C

*Installation of drainage pipe ongoing*  
*Transmission power poles to be relocated October 31, 2005*

- Construction update of SR-1 shift  
*3-R's turn lane extension to be completed and opened by Thanksgiving*  
*Acceleration & Deceleration lanes for access road A,B,& C scheduled to be paved this week.*
- Construction update: Fresh Ponds  
*North Pond is complete, area to be temporary seeded for the winter to help prevent erosion and all the potted plants (over 100,000) to be completed by May 2006.*

Being no further business, Bob re-stressed the importance of ensuring both the mailing and Email addresses of members are correct. The meeting was then adjourned at 9:15 am with the next meeting scheduled for Tuesday, October 11, 2005 at 8:00 am.

**NEXT MEETING:**

**Tuesday, November 8, 2005 @ 8:00AM**

**Construction Site Field Office**

*(Right across from Coast Guard Station, Delaware Seashore State Park)*